



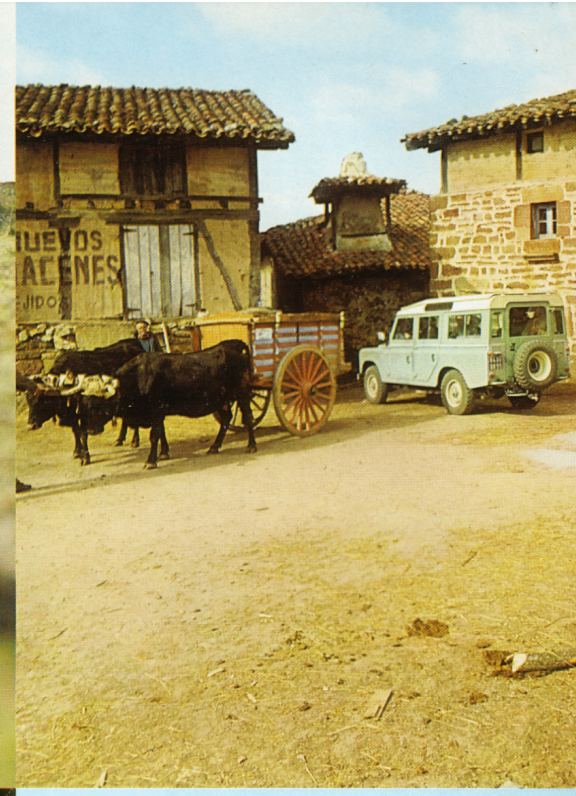
Land 
 **Rover**

Introduction

After more than 25 years of hard work in the field and effortless travel on the road, the Land-Rover has proved itself to be the world's most versatile vehicle.

You see it almost everywhere, and usually where you least expect to find any kind of transport at all! So it's not easy to describe in a few words what it means to own a Land-Rover—because it means so many different things to so many different people. People such as the Military and Police forces of sixty five countries, expeditions, surveyors, construction companies, and many thousands of private owners, all of whom use Land-Rovers simply because no other vehicle can do all the things they want them to do—like being used as personnel carriers, vans, station wagons, light trucks or, when specially equipped, as Fire Appliances — mobile campers — crop sprayers, ambulances — mobile workshops — grass mowers — armoured cars — patrol cars—mobile cinemas and a whole lot of other uses.

On the road and across the country—it's the go anywhere vehicle without comparison.





The basic facts

Land-Rovers are available in two basic kinds. There is the 88" regular and the 109" long wheelbase models, and both have much in common, including 4-wheel drive. But you may have particular needs in common, so we make as many as 27 body variations. We offer a choice of engines; the 2 $\frac{1}{4}$ litre 4 cylinder petrol or diesel engine for the regular and long wheelbase vehicles, and 2.6 litre, 6 cylinder petrol engine which is available for the long wheelbase Land-Rover only.

Additionally there is an extensive range of optional extras including power take-off equipment and special purpose tyres. In other words when you buy one of these unique vehicles you are buying almost a custom built machine, tailored to your own individual requirements.

About this brochure

Perhaps we ought to say right now that we are going to stick to basic facts in this brochure because really in the space available we cannot hope to give you more than a general impression of the benefits of owning one of these remarkable vehicles. You will find the variations in body styles and greater details of the optional equipment in a special section on the back, together with the comprehensive specifications. But what you need to know about the Land-Rover depends on what you want and the only way to discover all the facts is to talk to a man who owns one and of course to one of our dealers. Our dealer organisation is there to help you—to listen to your needs, tell you what the Land-Rover can do for you and to arrange for a demonstration.





Why we designed the Land-Rover

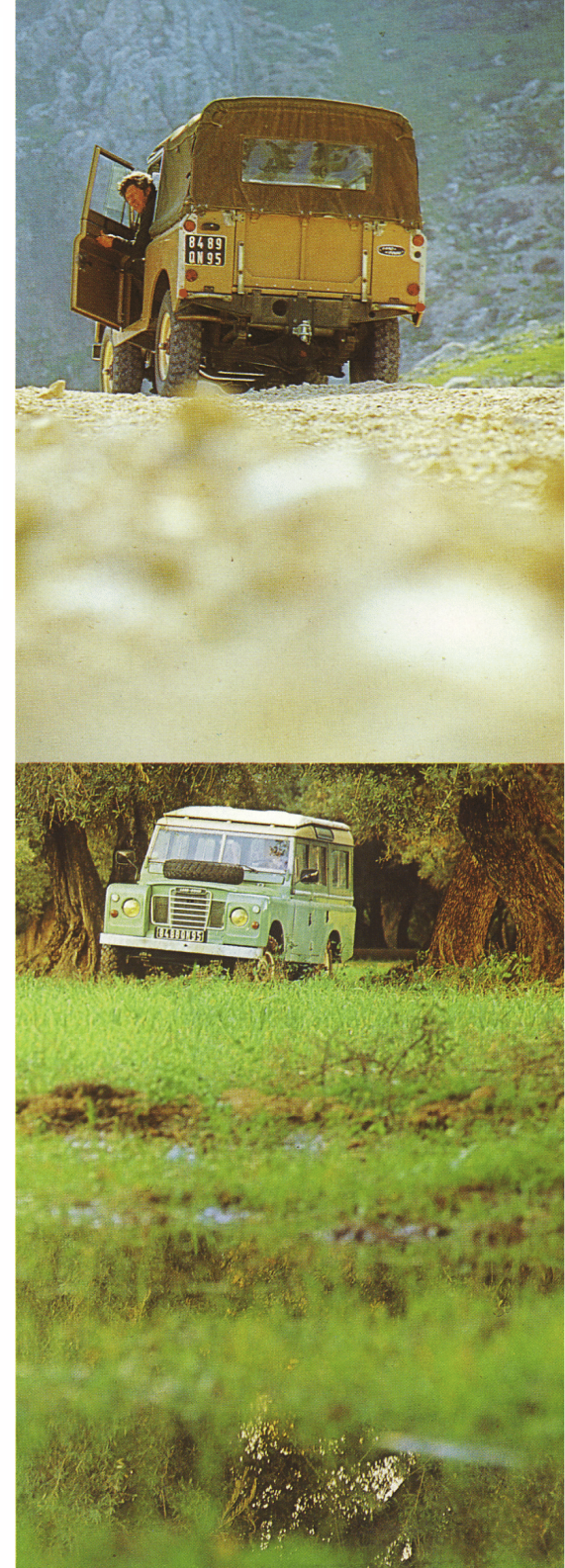
The Land-Rover was conceived as a vehicle that would take you almost anywhere, do almost anything, and carry you safely through almost any conditions. Here are a few examples of what it can do:

The Land-Rover will operate in sand, on ice, and in deep mud, slush, snow and water—in fact it will operate in conditions that no two wheel drive vehicle can. It will tow trailers, ford rivers, and climb the steepest gradient with an ease that will amaze you.



It is purpose-built for every need

From the outside the Land-Rover is a very functional looking machine. It has to be. Its practical design and rugged construction is essential to enable it to do the toughest work you want it to. The Land-Rover has an aluminium alloy, non-corrosive body which is bolted on to a box section 14G steel chassis with sturdy cross members. It is dip-painted inside and out to prevent any rusting. It is built with a good ground clearance and low centre of gravity so it is tough enough, rugged enough and stable enough to stand any amount of hard work across country.





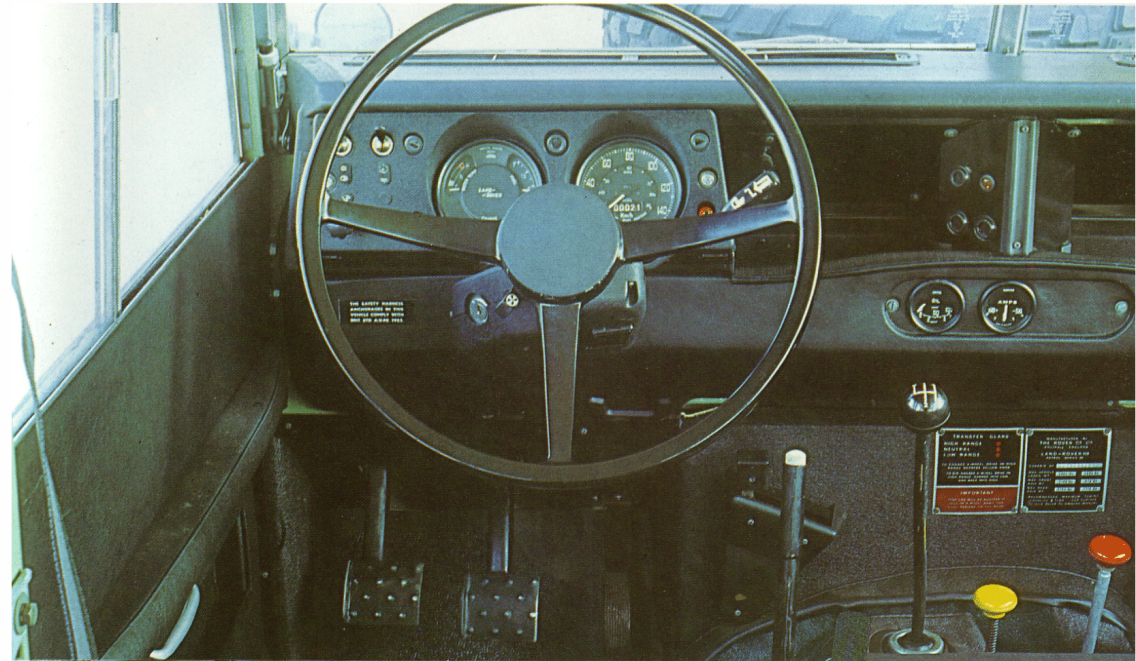
The 4-wheel drive transmission and power unit

The Land-Rover main gear box has four forward gears and one reverse. An additional set of ratios is provided by a transfer box which works by selecting a lever so that in all you have eight forward and two reverse gears. More than enough when you couple this transmission with the power of the Land-Rover engines to get you through trouble. With the Land-Rover you have the confidence you need to tackle almost anything, and the already proven ability to do it.



But what about comfort?

With all this talk of hard work it is almost too easy to overlook one of the most important features of the Land-Rover. For this vehicle has been created with the kind of comfort you expect to find in a saloon car. Padded seats, covered in hard wearing PVC making a journey across rough ground comfortable for driver and passenger alike and the semi-elliptical under-slung road springs and hydraulic double acting telescopic shock absorbers help to even out undulations in the roughest country. Padded crash rails round the full width of the vehicle above and below the fascia parcel shelf for extra safety. The driving position has been designed to give you a full view of all the instruments and to give you maximum visibility all around, and all the controls from the gear transfer lever to the hand brake are within easy reach. Direction indicators, horn, headlamp flasher and dip switch are operated by a single finger tip control mounted on the steering column. What all this means is that you take it easy and let the Land-Rover take on all the hard work.





The regular Land-Rover

This 88" wheelbase, four-wheel drive, four-cylinder, $2\frac{1}{4}$ litre engined Land-Rover is a popular choice for general purpose application and illustrated here is the Station Wagon version of this vehicle.

The basic model is fitted with completely weatherproof canvas hood and has a rear goods carrying area that will take almost any kind of load up to a limit of 454 kg. and 363 kg. cross-country.

The long Land-Rover

The 109" wheel base, four wheel drive Land-Rover is available with both 4 and 6 cylinder engines and is designed on the same 'go anywhere' principle as the regular Land-Rover version. Here you see it in its station wagon form with a seating capacity of 10 or 12. There are 6 forward facing seats and inward facing seats at the rear: 4 for the 10 seater and 6 for the 12 seater.

All the inward facing rear seats fold up out of the way for convenience when you need extra carrying capacity. This Land-Rover will take big loads in its stride. The rear space will take any kind of load up to a limit of 908 kg. on roads and 816 kg. cross country.

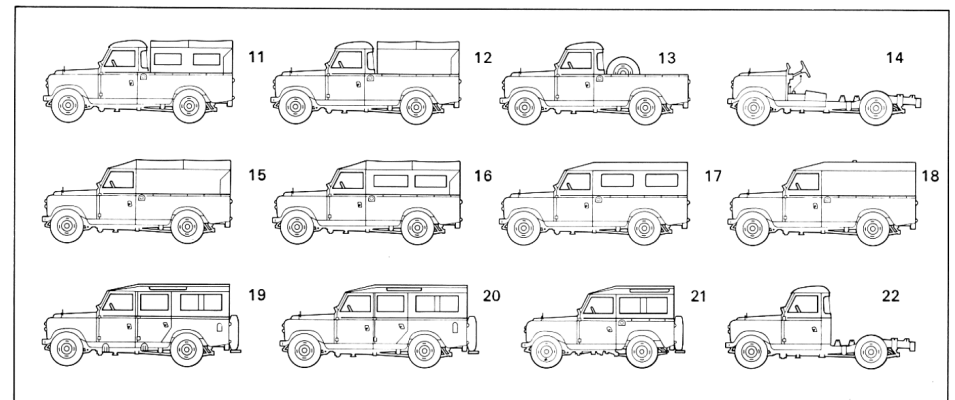
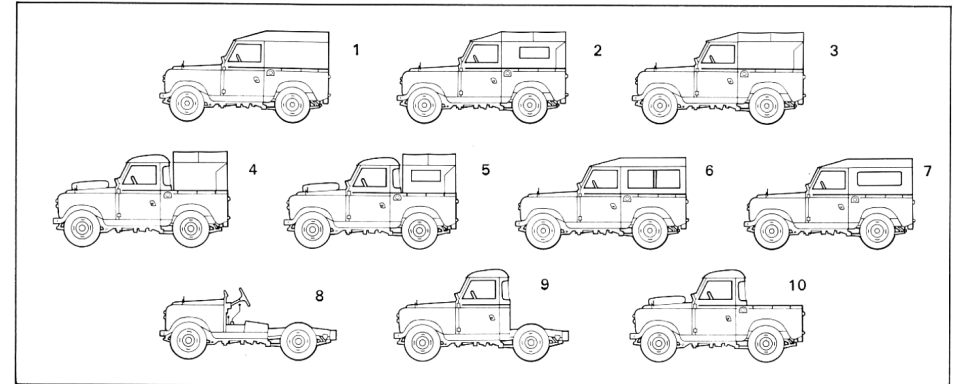


88" and 109" Land-Rover body styles



Now take a test drive

As we said at the beginning, all we can hope to do in this brochure is to give you just an indication of what it is like to own and drive a Land-Rover. As explained, there are two basic models but with the variety of special body options available the two basic models are multiplied into many kinds of Land-Rover which can be tailored to perform many kinds of tasks. Every Land-Rover has in-built durability to take the worst you can give it and to take it without complaining. So take a look now through the various body versions and optional equipment available then visit your dealer, who will help you decide which Land-Rover model you need. You shouldn't find the choice too difficult. It will then be tailored to *your* requirements and the fit will be to *your* satisfaction.

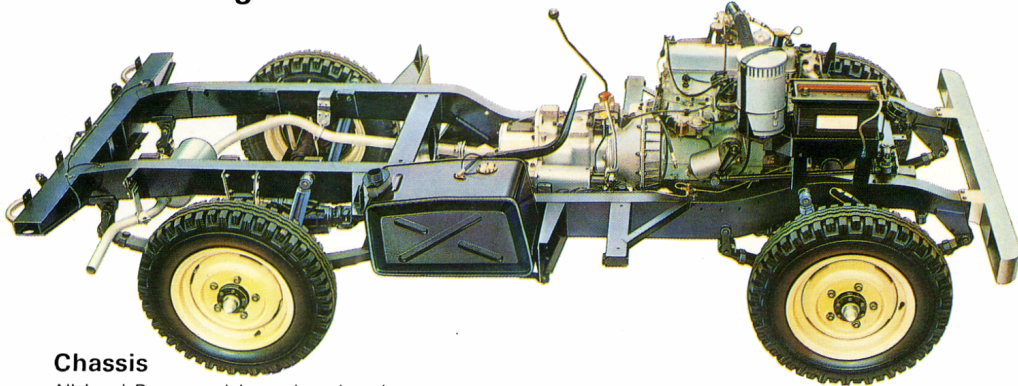


Ref.	Wheelbase	Description	Ref.	Wheelbase	Description
1	88 in.	Hardtop with tailboard and top hinged flap	12	109 in.	Cab and $\frac{3}{4}$ canvas hood.
2	88 in.	Full length canvas hood with side windows.	13	109 in.	Cab and open rear body
3	88 in.	Full length canvas hood.	14	109 in.	Chassis with wings, dash and seat base.
4	88 in.	Cab, $\frac{3}{4}$ canvas hood.	15	109 in.	Full length canvas hood.
5	88 in.	Cab, $\frac{3}{4}$ canvas hood with side windows.	16	109 in.	Full length canvas hood with side windows.
6	88 in.	Hardtop with sliding side windows, tailboard and top hinged flap.	17	109 in.	Hardtop with tailboard and top hinged flap and fixed side windows.
7	88 in.	Hardtop with fixed side windows, tailboard and top hinged flap.	18	109 in.	Hardtop with tailboard and top hinged flap.
8	88 in.	Chassis with wings, dash and seat base.	19	109 in.	Station Wagon 12-seater.
9	88 in.	Chassis with cab, and cab base.	20	109 in.	Station Wagon 10-seater.
10	88 in.	Cab, open rear body.	21	88 in.	Station Wagon 7-seater.
11	109 in.	Cab and $\frac{3}{4}$ canvas hood with side windows.	22	109 in.	Chassis with cab and cab base.

Transmission

The main gearbox has four forward speeds and one reverse. Synchromesh engagement is provided on all forward gears and thus eliminates the need for special gear-changing technique in respect of first and second gear. An additional ratio is provided by the transfer box so that in all, eight forward and two reverse speeds are available.

88 in. Regular

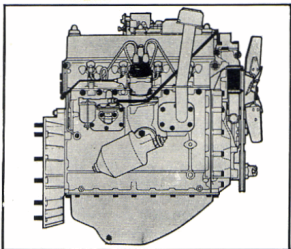
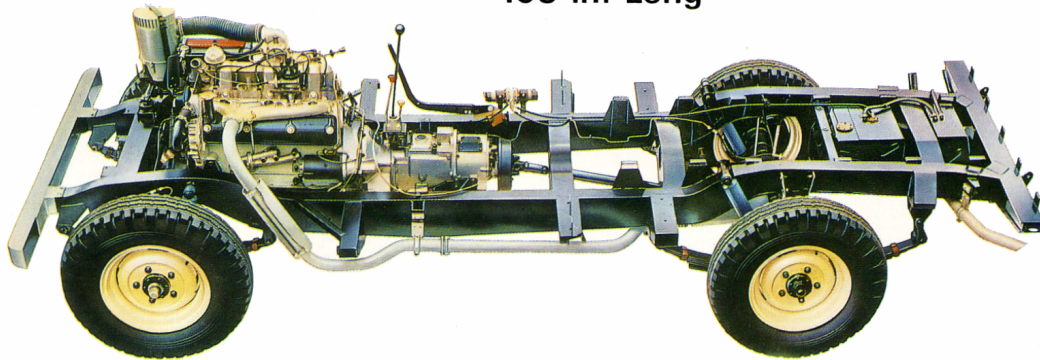


Chassis

All Land-Rover models are based on box-section chassis frames of immense strength, built to withstand the constant shocks of day-in, day-out, cross-country operation. They are painted inside as well as outside and are therefore resistant to rust and corrosion over very long periods of use.

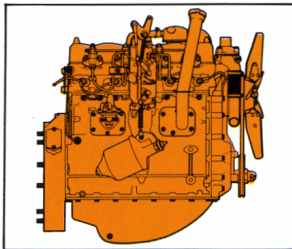
Power Take-off
Provision for centre and rear power take-off drives.

109 in. Long



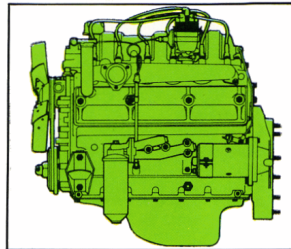
4-cylinder petrol engine

The four-cylinder, 2½-litre petrol engine is a well-proved unit of outstanding reliability that has powered many millions of Land-Rover miles in all corners of the world.



4-cylinder diesel engine

Diesel power is available and adds further to the efficiency and economy of the Land-Rover in working conditions which favour the use of this type of engine. This unit is particularly suitable for stationary P.T.O. applications having an inbuilt governor and a hand throttle as standard equipment.



6-cylinder petrol engine

The 2.6 litre six-cylinder petrol engine is standard in 1-Ton models, and is offered as an alternative in the Long Land-Rover. Its greater capacity provides an increased power output for those users whose operations call for above average road work.

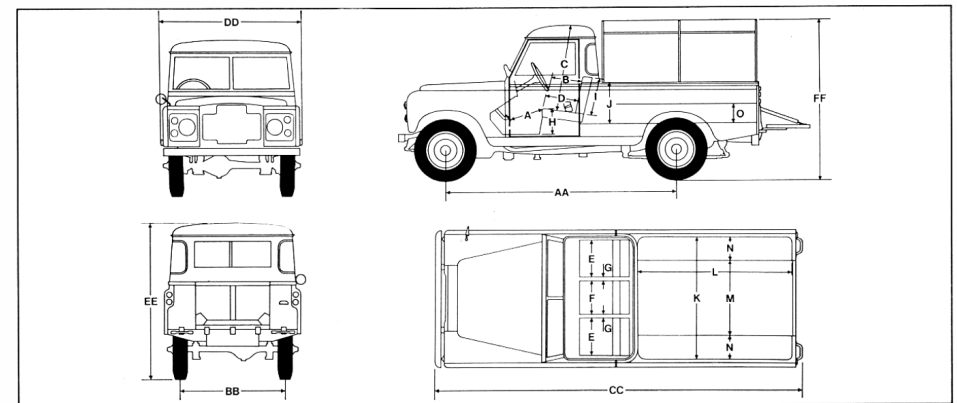
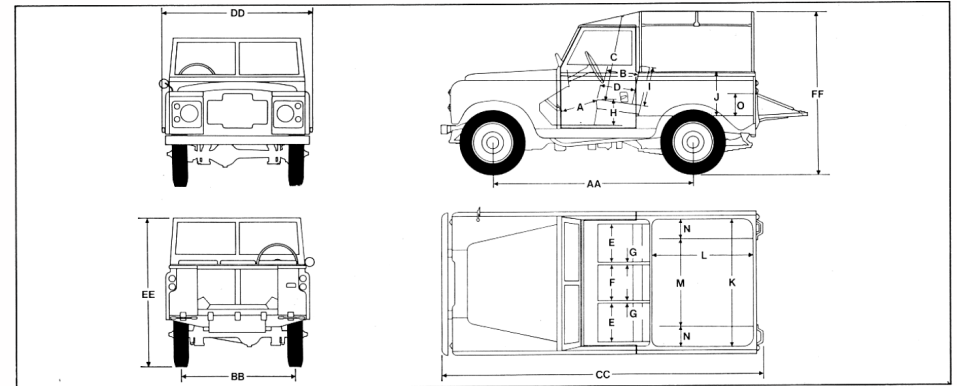
DIMENSIONS

88 in.

Wheelbase

'Regular'

	Ins.	Metres		Ins.	Metres
Wheelbase	88-00	2-23	F	Width of front centre cushion	15-00 0-381
Track	51-50	1-308	G	Width between front seats	1-00 0-025
Overall length	142-56	3-62	H	Top of front cushion to floor	14-25 0-362
Overall width (over hinges)	66-00	1-676	I	Front squab height	17-75 0-451
Overall height of windscreen	67-50	1-714	J	Height of body sides	20-00 0-508
Overall height with hood	77-50	1-97	K	Width of body interior	57-00 1-448
Ground clearance	7-00	0-178	L	Length of body interior	47-50 1-206
A	Front cushion to accelerator pedal	19-25 0-489	M	Interior body width between wheel boxes	36-25 0-921
B	Front squab to steering wheel	14-50 0-368	N	Width of wheel boxes	11-50 0-292
C	Headroom front seat (uncomp.)	38-00 0-965	O	Height of wheel boxes	8-50 0-216
D	Front to rear of front cushion	15-75 0-400			
E	Width of front cushion	18-00 0-457			



109 in.

Wheelbase

Long

	Ins.	Metres		Ins.	Metres
Wheelbase	109-00	2-768	F	Width of front centre cushion	15-00 0-381
Track	52-50	1-33	G	Width between front seats	1-00 0-025
Overall length	175-00	4-445	H	Top of front cushion to floor	14-50 0-368
Overall width (over hinges)	66-00	1-676	I	Front squab height	17-00 0-431
Overall height of cab	75-50	1-92	J	Height of body sides	19-50 0-495
Overall height with hood	78-00	1-98	K	Width of body interior	56-87 1-444
Ground clearance	8-25	0-209	L	Length of body interior	72-75 1-85
A	Front cushion to accelerator pedal	17-25 0-438	M	Interior body width between wheel boxes	36-25 0-921
B	Front squab to steering wheel	14-50 0-368	N	Width of wheel boxes	10-00 0-254
C	Headroom front seat (uncomp.)	39-00 0-991	O	Height of wheel boxes	9-00 0-229
D	Front to rear of front cushion	16-00 0-406			
E	Width of front cushion	18-00 0-457			

Note.—Separate leaflet available for 7 and 10/12 seater Station Wagon dimensions

Specifications

ENGINES

2½ PETROL
No. of cylinders 4
Bore 3.562 in. (90.47 mm.)
Stroke 3.5 in. (88.9 mm.)
Capacity 2,286 c.c. (139.5 in.³)
Compression Ratio 8 : 1
Max. B.H.P. (DIN)—70.5 at 4,000 rev/min.
Max. Torque (DIN)—16.5 Mkg (119.3 lb. ft.) at 1,500 rev/min.

2½ DIESEL
No. of cylinders 4
Bore 3.562 in. (90.47 mm.)
Stroke 3.5 in. (88.9 mm.)
Capacity 2,286 c.c. (139.5 in.³)
Compression Ratio 23 : 1
Max. B.H.P. (DIN)—62.0 at 4,000 rev/min.
Max. Torque (DIN)—14.2 Mkg (102.7 lb. ft.) at 1,800 rev/min.

2.6 PETROL
No. of cylinders 6
Bore 3.063 in. (77.8 mm.)
Stroke 3.625 in. (92.075 mm.)
Capacity 2,625 c.c. (160.3 in.³)
Compression Ratio 7.8 : 1 (7.0 : 1 optional)
Max. B.H.P. (DIN)—86 at 4,500 rev/min.
Max. Torque (DIN)—18.2 Mkg (131.6 lb. ft.) at 1,750 rev/min.

LUBRICATION SYSTEM
Pressurised by submerged gear type pump.

COOLING SYSTEM
Pressurised with pump, fan and thermostat.

FUEL SYSTEM
2½ Petrol—Carburettor: Zenith down-draught type 36 IV.
Pump: A.C.-Delco mechanical with sediment bowl and priming lever.
2½ Diesel—Injector pump: C.A.V. D.P.A. distributor type, self governing.
Injector type: C.A.V. Pintaux.
Pump: A.C.-Delco mechanical with hand primer (high pressure type)
2.6 Petrol—Carburettor: Zenith 175 CD 2S.
Pump: S.U. electric, dual inlet type.

ELECTRICAL SYSTEM
2½ and 2.6 Petrol—Ignition: by coil and distributor.
Starter: operated by key switch and solenoid.
2½ Diesel—Starter: operated by key switch and solenoid.
Heater plugs: operated by starter switch.

TRANSMISSION

CLUTCH
Single dry plate 9½ in. (241 mm.) diameter, Diaphragm spring type.
Operation—hydraulic.

MAIN GEARBOX
Single helical constant mesh with synchromesh on all forward gears.

TRANSFER GEARBOX
Two speed reduction on main gearbox output. Two/four wheel drive control on transfer box output.

PROPELLER SHAFTS
Open to front and rear axles.

AXLES
Spiral bevel: floating shafts. Ratio 4.7 : 1.

OVERALL RATIOS (Final Drive)			
88 in. & 109 in.			
	High	Low	
	Transfer	Transfer	
Top	5.40 : 1	11.10 : 1	
Third	8.05 : 1	16.50 : 1	
Second	12.00 : 1	24.60 : 1	
First	19.88 : 1	40.70 : 1	
Reverse	21.66 : 1	44.30 : 1	
109 in. 1-ton			
	High	Low	
	Transfer	Transfer	
Top	7.19 : 1	15.4 : 1	
Third	10.8 : 1	23.1 : 1	
Second	15.96 : 1	34.1 : 1	
First	25.9 : 1	55.3 : 1	
Reverse	21.7 : 1	46.4 : 1	

POWER TAKE-OFF POINTS
Central and rear power take-off drives available as optional extras.

CHASSIS

FRAME
Welded fabricated box section side and cross members, black enamel dipped, with channel section galvanised front bumper.

SUSPENSION
Semi-elliptic, underslung road springs.
Hydraulic double acting telescopic shock absorbers.

STEERING
Recirculating ball, worm and nut. 17 in. diameter steering wheel. No. of turns lock to lock 3½, 109 in. 1-TON 3¾.

BRAKES
Foot brake—Hydraulic drum brakes, servo assisted on Long Station Wagons. Optional on other Long wheelbase models.
Hand brake—Mechanical internal expanding drum brake on transfer box output.

WHEELS AND TYRES
Ventilated disc wheels.
Wheel size—
88 in. models: 5.00F × 16 in.
109 in. models: 5.50F × 16 in.
109 in. 1-TON: 6.50L × 16 in.
Standard tyre and tube size—
88 in. models: 6.00 × 16 in.
109 in. models: 7.50 × 16 in.
109 in. 1-TON: 9.00 × 16 in.

Standard tread: Dual purpose (road and cross country).
Special purpose tyres covering a wide range of usage are available as optional extras.

ELECTRICAL SYSTEM
Negative earth, 12 volt.

ELECTRICAL EQUIPMENT
Battery—Petrol models: 58 A.H.
Diesel models: 95 A.H.
Alternator—16 A.C.R. 34 amps output.
Windscreen wiper—Dual arms.
Horn—Windtone. Horn push on steering column stalk.

INSTRUMENTS AND CONTROLS
Large diameter speedometer with total mileage recorder, incorporating oil pressure, headlamp main beam and cold start warning lights. Fuel and water temperature gauges combined with charging warning light. Panel lights illuminate speedometer, water temperature and fuel gauges.

Petrol models—Combined ignition/starter switch operated by key. Toggle switch for head, side and tail lights. Dip switch operated by steering column control stalk.

Diesel models—Heater/starter/auxiliary switch operated by key. Toggle switch for head, side and tail lights. Engine stop control. Fuel level warning light. Engine speed hand control. Dip switch operated by steering column control stalk.

LIGHTING

Headlamps. Side lamps. Tail lamps—twin units having double filament stop/tail bulbs, and incorporating numberplate illumination.

BODY

CONSTRUCTION

All body panels are of non-corrosive light alloy, and all external steel fittings are galvanised.

COLOURS

Body Colour	Road Wheels
Bronze Green	Bronze Green
Sand	Limestone
Light Green	Limestone
Marine Blue	Limestone
Limestone	Limestone
Mid Grey	Limestone
Matt White	
Undercoat	Primer

OPTIONAL EQUIPMENT

A wide variety of optional equipment is available for all Land Rover models (including Power take-off equipment for specialised applications)—see separate leaflet for details.

BASIC FACTS

Non-corroding Aluminium Body.

Rugged Box Section Steel Chassis Frame.

Eight Forward Gears.

Two and Four Wheel Drive.

Short or Long Wheelbases.

Choice of 3 Engine Types.

27 Body Styles.

Power Take-off Facilities Available.

Extensive Range of Optional Equipment.

Large Selection of Appliances, and Conversions by Specialist Manufacturers.

25 Years Experience, and Used in Every Country Throughout the World.

Nearly 1 Million Land-Rovers Sold.

Now More Than Ever . . . The World's Most Versatile Vehicle

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